

Amendments to the Claims:

The following listing of claims will replace all prior versions, and listings, of claims in the application:

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1. (Currently Amended) A vehicle control apparatus comprising:
 - a driven device that is driven by power from a drive power source;
 - a system that controls rotating and stopping of the drive power source based on a predetermined condition including whether the system is in a state where the system is not allowed to stop the drive power source; and
 - ~~a detector that detects a request to stop the drive power source; and~~
 - a controller that, while it is determined ~~determines~~ that the system is in a state where the system is not allowed to stop the drive power source, ~~and that controls~~ determines whether the driven device should be controlled so as to reduce a load on the drive power source ~~if the detector detects the request to stop the drive power source and the controller determines that the system is in the state where the system is not allowed to stop the drive power source~~ based on whether a driver of the vehicle is intending to stop the vehicle.
 2. (Original) A vehicle control apparatus according to claim 1, wherein the driven device includes a power transfer device that transfers the power from the drive power source to a wheel of the vehicle.
 3. (Original) A vehicle control apparatus according to claim 2, wherein the controller reduces the load on the drive power source by controlling a torque capacity between rotating members of the power transfer device.
 4. (Original) A vehicle control apparatus according to claim 3, wherein:
 - the rotating members include a first rotating member to which the power is input from the drive power source, and a second rotating member that transfers the power from the first rotating member to the wheel, and

the power transfer device includes a fluidic torque transfer coupling that transfers a torque from the first rotating member to the second rotating member using a fluid.

5. (Original) A vehicle control apparatus according to claim 3, wherein:

the rotating members include a first rotating member to which the power is input from the drive power source, and a second rotating member that transfers the power from the first rotating member to the wheel,

the power transfer device transfers a torque from the first rotating member to the second rotating member using a friction force, and

the controller reduces the load on the drive power source by controlling the friction force between the first rotating member and the second rotating member.

6. (Original) A vehicle control apparatus according to claim 1, wherein the state where the system is not allowed to stop the drive power source includes at least one of a failed state of the system and an abnormal state of the system.

7. (Original) A vehicle control apparatus according to claim 1, wherein the state where the system is not allowed to stop the drive power source includes a state where there is no request for driving the vehicle by utilizing driving force from the drive power source and there is a request for operating the drive power source from a system other than an economy run system.

8. (Original) A vehicle control apparatus according to claim 7, wherein the driven device has an accessory that does not transfer the power from the drive power source to a wheel of the vehicle.

9. (Original) A vehicle control apparatus according to claim 8, wherein the controller determines whether there is a drive request for the drive power source from the accessory, and

the state where there is no request for driving the vehicle by utilizing driving force from the drive power source and there is the request for operating the drive power source from the system other than the economy run system includes a state where the drive request for the drive power source from the accessory is present.

10. (Canceled)

11. (Currently Amended) A vehicle control method for a vehicle having a drive power source, a driven device that is driven by power transferred from the drive power source, and a system that selectively runs and stops the drive power source, comprising:

~~detecting a request to stop the drive power source;~~

determining whether the system is in a state where the system is not allowed to stop the drive power source is not allowed to be stopped; and

while it is determined that the system is in the state where the system is not allowed to stop the drive power source, determining whether the driven device should be controlled ~~controlling the driven device~~ so as to reduce a load on the drive power source ~~if the request to stop the drive power source is detected and it is determined that the system is in the state where the drive power source is not allowed to be stopped~~ based on whether a driver of the vehicle is intending to stop the vehicle.

12. (Original) A vehicle control method according to claim 11, wherein:

the driven device includes a power transfer device that transfers the power from the drive power source to a wheel, and

the load on the drive power source is reduced by controlling a torque capacity between rotating members of the power transfer device.

13. (Original) A vehicle control method according to claim 12, wherein:

the rotating members include a first rotating member to which the power is input from the drive power source, and a second rotating member that transfers the power from the first rotating member to the wheel, and

the power transfer device transfers a torque from the first rotating member to the second rotating member using a fluid.

14. (Original) A vehicle control method according to claim 12, wherein:

the rotating members include a first rotating member to which the power is input from the drive power source, and a second rotating member that transfers the power from the first rotating member to the wheel,

the power transfer device transfers a torque from the first rotating member to the second rotating member using a friction force, and

the load on the drive power source is reduced by controlling the friction force between the first rotating member and the second rotating member.

15. (Original) A vehicle control method according to claim 11, wherein the state where the drive power source is not allowed to be stopped includes at least one of a failed state of the system and an abnormal state of the system.

16. (Original) A vehicle control method according to claim 11, wherein the state where the system is not allowed to stop the drive power source includes a state where there is no request for driving the vehicle by utilizing driving force from the drive power source and there is a request for operating the drive power source from a system other than an economy run system.

17. (Original) A vehicle control method according to claim 16, wherein:

the driven device has an accessory that does not transfer the power from the drive power source to a wheel of the vehicle,

the vehicle control method further comprises determining whether there is a

drive request for the drive power source from the accessory, and

the state where there is no request for driving the vehicle by utilizing driving force from the drive power source and there is the request for operating the drive power source from the system other than the economy run system includes a state where the drive request for the drive power source from the accessory is present.

18. (Canceled)

19. (New) A vehicle control apparatus comprising:

a driven device that is driven by power from a drive power source;

a system that controls rotating and stopping of the drive power source based on a predetermined condition and includes at least one of a fuel injection device that supplies a fuel to the drive power source to restart the drive power source, an ignition device that ignites fuel-air mixture to restart the drive power source, a communication circuit of an electronic control unit for controlling restart of the drive power source, an inverter coupled to the drive power source and a motor-generator coupled to the drive power source; and

a controller that determines whether the system is in a state where the system is not allowed to stop the drive power source, the state is at least one of a failed state and an abnormal state of the at least one of the fuel injection device, the ignition device, the communication circuit, the inverter and the motor-generator, and that controls the driven device so as to reduce a load on the drive power source if the controller determines that the system is in the state where the system is not allowed to stop the drive power source.

20. (New) A vehicle control method for a vehicle having a drive power source, a driven device that is driven by power transferred from the drive power source, and a system that selectively runs and stops the drive power source and includes at least one of a fuel injection device that supplies a fuel to the drive power source to restart the drive power source, an ignition device that ignites fuel-air mixture to restart the drive power source, a

communication circuit of an electronic control unit for controlling restart of the drive power source, an inverter coupled to the drive power source and a motor-generator coupled to the drive power source, comprising:

determining whether the at least one of the fuel injection device, the ignition device, the communication circuit, the inverter and the motor-generator is in a state where the drive power source is not allowed to be stopped; and

controlling the driven source so as to reduce a load on the drive power source if it is determined that the at least one of the fuel injection device, the ignition device, the communication circuit, the inverter and the motor-generator is in the state where the drive power source is not allowed to be stopped.
